

ACCIDENT

Aircraft Type and Registration:	Agusta A109S Grand, G-STGR	
No & Type of Engines:	2 Pratt & Whitney Canada PW207C turboshaft engines	
Year of Manufacture:	2006 (Serial no: 22027)	
Date & Time (UTC):	4 May 2012 at 1842 hrs	
Location:	Helsby, Cheshire	
Type of Flight:	Private	
Persons on Board:	Crew - 2	Passengers - None
Injuries:	Crew - None	Passengers - N/A
Nature of Damage:	Impact damage to tail rotor blades and damage to a fence	
Commander's Licence:	Commercial Pilot's Licence	
Commander's Age:	52 years	
Commander's Flying Experience:	1,900 hours (of which 1,000 were on type) Last 90 days - 82 hours Last 28 days - 35 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

Whilst manoeuvring for landing at a private helipad, the helicopter's tail rotor blades struck an adjacent fence. The pilot received no unusual cockpit indications and was unaware of the tail rotor strike until after shutdown.

History of the flight

After refuelling at Hawarden Airport, the helicopter departed for a flight to a private landing site at Helsby in Cheshire, with two crew members on board. The weather at the landing site was fine, with the surface wind estimated to be from 030° at 14 kt. The landing site was at an elevation of about 250 ft amsl and was a helipad on the roof of a private house, part of the construction of which was below ground level.

The helicopter approached from the south-west; the helipad was identified only late on the approach and trees immediately before it were noted. In the latter stages of the approach, the second pilot requested that the pilot break off the approach to reposition for an approach from the opposite direction, as this was the approach path which was to be used for a subsequent night landing. The pilot, therefore, flew a downwind approach from the north-east and established the helicopter in a 10 to 15 ft hover over the centre of the landing area. Keeping the edge of the building in sight as a reference, the pilot manoeuvred the helicopter over the helipad and turned it into wind for the landing.

After engine shutdown, it was discovered that the tail rotor blades had struck a fence, which ran adjacent to the western side of the helipad and would have been behind the helicopter after it had turned into wind. The pilot had experienced no unusual vibrations or cockpit

indications. He recalled seeing the fence but reported that his attention was focussed on keeping the edge of the building roof in sight, whilst positioning over the helipad. He was not aware that the helicopter had struck the fence.